

SERVICE BULLETIN

Additional inspection to prevent a hub failure

1.1 Effectivity

All Hoffmann Propeller HO-V72 types that are/have been used for aerobatic.

With reference to CS-23 (Amendment 5) / AMC/GM to CS-23 / (Issue 2)

All manoeuvres not listed below are aerobatic manoeuvres:

- Manoeuvres used for normal flying.
- Stall (except whip stalls); and
- Lazy eights, chandelles, and steep turns, in which the angle of bank is not more than 60 degrees.

1.2 Reason

Two hubs were found with cracks at different positions. Up to now, the cracks only occur on the application HO-V72L-V/V180CB installed on Slingsby T67 "Firefly".

1.3 Description

In short time two hubs were found with cracks. One crack was found during normal inspection. The other crack was found during inspection after abnormal vibrations occur. Both cases are under investigation by Hoffmann Propeller.

1.4 Approval

The technical content of this document is approved under the authority of the DOA ref. EASA.21J.083

1.5 Man Power

1 hour for visual check of the hub.

8 hours for disassembly NDT inspection and reassembly.

Additionally, 1 hour at overhaul.

1.6 Material – Cost and Availability

Not affected

1.7 Tooling

Not affected

1.8 Weight and Balance

Not affected

1.9 Electrical Load Data

Not affected

1.10 Software Accomplishment Summary

Not affected

1.11 References

Service Bulletin E25()

1.12 Other Publications

Operation and Maintenance Manual E243 ()

Overhaul Manual E105 ()

1.13 Family Tree Chart of Modification Relationship

Not applicable

1.14 Interchangeability or Intermixability of Parts

Not affected

2 Accomplishment Instructions

2.1 Before Next Flight

- Remove the spinner dome.
- Visually inspect the hub for cracks. Especially inspect the blade sockets (area A, see figure 1). If you have a hub type with forge line (manly manufactured bevor 2005) inspect this area carefully (area B, see figure 1). If cracks were found the propeller must be send for investigation to Hoffmann Propeller further service of this propeller is not allowed.
- Reinstall spinner dome.

2.2 During Operation

If abnormal vibrations occur reduce engine RPM as possible. Flight to next airport if possible. Visually inspect the hub as described under point 2.1.

2.3 Within next 20 Operation Hours

- The Propeller hub must be NDT inspected by an approved Service Station. The complete hub must be dye penetrant inspected. The threads in the hub sockets must be eddy current inspected. Detailed information on how to perform the NDT inspection can be found in Service Bulletin E25(). Hubs with cracks must be replaced. Report cracked hubs to OccurenceReporting@hoffmann-prop.com.

2.4 At Overhaul

- Perform dye Penetrant and eddy current inspection of the hub at each overhaul.

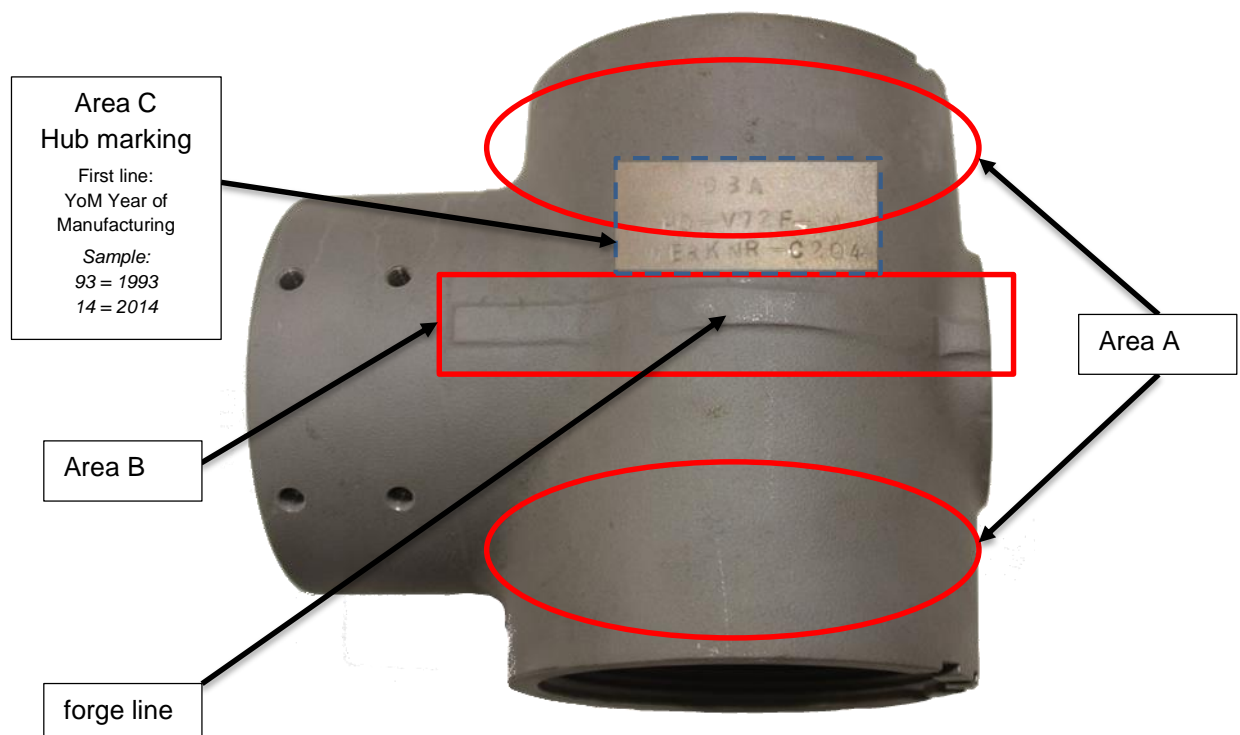


Figure 1: HO-V72() hub sample